





To-day's  
Advertisements.THEATRE ROYAL.  
CITY HALL.

ONE NIGHT ONLY!

TO-NIGHT,  
(WEDNESDAY), the 6th March, 1901.

## BERTRAM THE GREAT.

FIRST appearance in Hongkong of the  
Royal and Imperial Court Magician,  
who has been specially commanded on three  
several occasions to appear before

His Majesty

THE QUEEN, EMPRESS OF INDIA,  
At Windsor Castle, and has been summoned  
on twenty-three occasions

by

H. M. KING EDWARD THE VII.  
To perform at Marlborough House, in  
Sandringham.

Mr. CHARLES BERTRAM.

Who has been acknowledged in Great Britain,  
the British Colonies, and the United States  
to beTHE PREMIER CONJUROR OF  
THE AGE.Doors Open 8.30; Performance 9.30 P.M.  
Admission 5s, 3s, 2s.Military and Navy in Uniform Half Price to  
Second and Back seats only.  
Box Plan at ROBINSON PIANO CO.  
Hongkong, 6th March, 1901. [274c]

## MADAME ZARIA.

FORTUNE TELLER.

LATELY arrived from America, will stay  
only for a Short Time in Hongkong,  
where she can be consulted from 9 A.M. to 12,  
and 3 to 5 P.M. at the Annex to THOMAS'  
GRILL ROOMS, Room No. 15, Second floor,  
Hongkong, 6th March, 1901. [295c]

## NOTICE.

WE have this Day authorised Mr. P. C.  
H. POTTS to SIGN our FIRM,  
BENJAMIN, KELLY & POTTS.  
Hongkong, 6th March, 1901. [295c]

## TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.  
Apply to J. W. NOBLE.  
Hongkong, 6th March, 1901. [297c]DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW.

THE Company's Steamship  
"THALES"Captain Robson, will be despatched for the  
above Port, on SATURDAY, the 9th instant,  
at Daylight.For Freight or Passage, apply to  
DOUGLAS LA FRAIK & Co.,  
General Managers.  
Hongkong, 6th March, 1901. [294c]THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship

## "AKASHI MARU."

Captain K. Suzuki, will be despatched as above  
on WEDNESDAY, the 20th instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUBI BUSSAN KAISHA,  
Agents.  
Hongkong, 6th March, 1901. [295c]

## Intimations.

## EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES  
at 15, Queen's Road Central,  
(R. HUGHES & Co.).  
(Nearly opposite the HONGKONG HOTEL).  
Business hours—9 A.M. to 5 P.M.A GREAT proportion of cataracts and  
diseases affecting those advancing in life  
occur to those having some deficiency in the  
construction of the eyes—the many years of  
"eye strain" ending in serious forms of disease.  
Glasses specially adapted in youth to those  
requiring them save and preserve the sight.  
Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together, any of these symptoms indicate  
a deficiency in the form of the eye requiring  
Glasses only to correct and cure.  
Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.

## ADVICE FREE.

[1454b]

## NOW READY.

AN ACCOUNT  
OF THE  
RECEPTION OF H.M.S. "TERRIBLE,"

## HONGKONG

AND THE  
FESTIVITIES CONNECTED  
THEREWITH,  
WITH A  
WOODCUT OF THE "TERRIBLE."To be obtained at the OFFICE of This Paper.  
PRICE 30 CENTS.As only a limited number have been printed  
intending purchasers should send their Orders  
early, for the issue of this interesting souvenir  
will soon be exhausted.  
Hongkong, 1st June, 1900.

## WANTED.

THREE or FOUR LADS

to SELL the

## "HONGKONG TELEGRAPH."

LIBERAL COMMISSION

## PAID.

Apply Personally at

THIS OFFICE.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.  
IMPORTERS OF HIGH-CLASS  
SHERRIES.D.—SUPERIOR PALE DRY,  
dinner wine, Green Seal  
Capsule - - - - - \$10.80C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule - - - - - 12.00CC.—SUPERIOR OLD DRY,  
PALE NATURAL SHERRY, Red  
Seal Capsule - - - - - 12.00D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule - - - - - 14.40E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) - - - - - 20.40B, C, and CC are excellent dinner  
Wines and suitable for invalids and  
delicate stomachs. D and E are  
after-dinner Wines of a very Superior  
Vintage. ALL ARE TRUE XERES  
WINES.Sample bottles and smaller quantities  
will be supplied at proportionate  
wholesale rates.We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.A. S. WATSON & CO. LIMITED,  
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-  
scriptions, Advertisements, &c., be addressed to the  
"Manager, Hongkong Telegraph," and not to the Editors.  
Letters on Editorial matters to be sent to "The Editor,"  
and not to individual members of the staff.Communications intended for publication must be accom-  
panied by the name and address of the writer, not necessarily  
for publication; but as evidence of good faith.While the columns of the Hongkong Telegraph will always  
be open for the discussion of all subjects of public interest,  
it must be distinctly understood that the Editor does not in any way hold himself  
responsible for opinions thus expressed.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 6, 1901.

## REUTER'S TELEGRAMS.

RUSSIA, CHINA AND THE  
POWERS.THE MANCHURIAN CONVENTION.  
LONDON, March 4th.The Times states that Great Britain, Ger-  
many, Japan, Austria, Italy and the United  
States, have protested to China against the  
Manchurian Convention, but it is expected  
that China will yield to Russia.THE STRIKE AT MARSEILLES.  
CRUISERS TO CARRY MAIL.It is stated that the French and Italian  
Socialists are endeavouring to make the strike  
at Marseilles general and international and  
that Genoa will possibly be involved. French  
cruisers have been ordered to be ready to  
carry mails, if necessary.BRITISH SOUTH  
AFRICA.De Wet is now marching towards Faure-  
smith.THE UNITED STATES.  
MCKINLEY FAVOURS  
"ARBITRATION."President McKinley in his inaugural  
message said that he prayed any future  
American differences with the Powers would  
be settled by arbitration.

CUBAN AND PHILIPPINE POLICY.

He strongly maintained the policy towards  
Cuba and the Philippines and of the most  
liberal amnesty offered to the Philippines, but  
said that America would not leave loyalists  
to the mercy of the disloyal.

## WEATHER REPORT.

The Observatory report says:—  
On the 6th at 11.55 a.m. the barometer has  
fallen on the China coast. The low pressure  
area seems to be moving into the Sea of Japan.  
Gradients slight with light variable winds on  
the coast, and moderate monsoon in the N. part  
of the China Sea. Forecast:—Varying winds,  
light to moderate, with occasional showers.

## LOCAL AND GENERAL.

H.M.S. Undaunted left Singapore for home at  
5.30 p.m. on the 24th ulto.THE Queen will have been the first Sovereign,  
says Truth, who has not been buried at night  
by torchlight.MESSRS. Hughes and Hough held their Annual  
Sale of Race Ponies to-day, at 3 p.m., opposite  
the City Hall, and upwards of 50 ponies were  
offered.We note that an entertainment is to be given  
at the Theatre Royal on Friday by the Ship's  
Company of H.M.S. Centurion, in aid of the  
wounded in the late China Expeditionary  
Force.To-NIGHT is the last opportunity Hongkong  
residents will have of seeing Mr. Bertram's  
wonderful conjuring entertainment, at any  
rate for some long time, and they are sure to  
make the most of it.MADAMA Zaria, as announced in our advertise-  
ment, is now in Hongkong, and will be happy  
to disclose the future to anyone who may wish  
to know their fortune. We are informed that  
she had been most successful in her prophecies.ANOTHER big Boxing Contest takes place in  
the Theatre Royal, City Hall, to-morrow night,  
under the management of Mr. W. Waters,  
when T. Armstrong, H.M.S. Centurion will box  
Joe Riley of the U. S., 16 rounds for the Cham-  
pionship of the Far East. Particulars of pre-  
liminary bouts can be seen in our advertise-  
ment columns.The Newchwang correspondent of the Shang-  
hai Mercury, writing under date Feb. 22nd  
says:—Admiral Alexieff, Commander-in-Chief  
of Russian forces in Siberia and the East, ar-  
rived here two days ago. This visit is con-  
nected with administrative affairs at this port,  
which will occupy several days. He will then  
proceed to Moukden, after which he will return  
to Port Arthur. He is being banqueted by the  
Russians to-day. Chinese officials are said to  
be on their way here, but nothing definite is  
known.A HOME paper of January 30th says:—Issues  
were yesterday ordered in the Court of Session  
at Edinburgh in the action by Charles C.  
Macdonald, jeweller, Glasgow, against the  
Oman Times for £1,000 damages for alleged  
libel. The matter complained of is the story  
of the alleged inferior sword of honor presented  
to Major Gen. Hector Macdonald at Glasgow.  
The defendant explains that the statements in  
the paragraph were derived from articles pub-  
lished in a London and a Glasgow paper. He  
tenders the plaintiff £51, with expenses.  
Similar actions have been raised against other  
Scottish papers.THE other day (says the Liverpool Post) a  
newly-appointed warden was taken by the  
prison chaplain into the chapel, where the  
prisoners were assembled in a body. The  
chaplain presented him to the company with  
the remark that he would say a few words.  
The warden was a bashful man, and unac-  
customed to speak making. He stammered  
stuttered, blushed, and faltered:—"Ladies and  
—er—no—no—gentle—that is, men and fellow  
prisoners—er—I can't make a speech; I—don't  
know how to make a speech. In fact, all—er  
—all I can say is—that I'm very glad  
indeed to see so many of you here!"ON Sunday, says a Bangkok paper of the 23rd  
ult, two Chinese servants were going along a  
lane in Sampeung, one of them carrying a bag  
of 400 ticals, which they had been sent by their  
mistress to pay to a Sampeung firm. A thief  
made a grab at the bag, which tore, and all  
the money fell on the roadway. Then there  
was a bit of excitement; a crowd appeared in  
no time, everyone grabbing as many coins as  
possible and running. One of the servants  
went and fetched a policeman, who was lucky  
enough to catch the original thief, or at any  
rate the man whom the two servants identify  
as the person who tore the bag. But 350 of  
the 400 ticals had disappeared.AMONG the stories, says the Pall Mall Gazette,  
illustrating the King's character, which are in  
circulation at the present moment is one which  
throws an interesting light on the graver side  
of his nature. When the young Prince, his  
sons, were making their grand tour, they met  
the late Bishop of Ballarat, Dr. Thornton. Like  
a sensible man, he put aside the courtesies for  
the moment, and gave them sound advice,  
presenting each with a Bible. Considering that  
the young Prince had gifts wherever they  
landed, this particular kindness seemed almost  
too small to be remembered at Court. Yet  
when the Bishop came to London the Prince  
of Wales is said to have personally thanked  
him for "the good counsel you gave to my  
boys."ON the 19th January, says the B. N. B. Herald,  
Mr. and Mrs. Archibald Colquhoun arrived in  
the s.s. Petrel from Labuan, where they had  
been staying with H.E. the Governor and Mrs.  
Hugh Clifford. Mr. Colquhoun needs no  
introduction, being as we know a writer of  
considerable authority on Chinese matters.  
Mr. Colquhoun will also be remembered as  
Times Correspondent in various parts of the  
world and as administrator of Malanaland in  
1890. His most recent book is entitled The  
Renaissance of South Africa which deals with  
the principal features in the problem of the Set-  
tlement of that country. Mr. Colquhoun, on his  
present tour, will visit B. N. Borneo, Java, the  
East Indian Archipelago, Philippines, China,  
and Japan and will produce a series of special  
articles for Harpers, the famous American  
publishers, besides accumulating material for  
fresh studies of his own on the problems of the  
Far East. Mr. and Mrs. Colquhoun left in the  
Petrel, after several unsuccessful attempts  
owing to the roughness of the weather, on the  
night of the 23rd ult. for Lahad Datu, Tawab  
and Bulungan. During their stay here, theyOWING to the proposed increase of the Customs  
duty on sugar, large quantities of the latter  
have been imported for some time past, and  
nearly every steamer from Hongkong arrives  
with more. Stocks have accumulated at Na-  
saki to such an extent that many of the godowns  
and the spacious warehouses of the Customs  
have already been filled with the imported  
merchandise.LORD RONNEN had a most distinguished  
uncle who is rarely mentioned in the Lives of  
the Commander-in-Chief, and yet he had a re-  
markable career. This was Sir Samuel  
Roberts, who, according to the current issue  
of the Sphery, fought no fewer than 53  
naval actions, and was several times wound-  
ed. At the age of 11 he took part in  
two fights with French ships, and while  
in command of a single boat with only 13  
men he made a prize of five well-armed vessels  
in the West Indies carrying 450 men. He was  
captured by the Spaniards the same year, and  
kept a prisoner for months in a dungeon at  
Havana. He was at the storming of Monte  
Video in 1807, at the destruction of French  
shipping in Aix Roads, 1809, and fought in the  
American war. He lived at Belmont (Water-  
ford), and died in 1848.THE Irish Times says that one of the most  
pleasing incidents in connexion with the Royal  
visit to Ireland in April last was Her Majesty's  
review of some 52,000 children, drawn from all  
parts of Ireland, in the Phoenix Park. On that  
occasion the Sovereign was graciously pleased  
to accept on behalf of the children a basket of  
flowers from the Misses Mary and Victoria  
Arnott, twin daughters of Sir John Arnott, and  
Master Walter Devereux Pile, son of Sir  
Thomas Pile, Lord Mayor of Dublin. The  
children retain a very lively sense of the  
honour done them on that historic occa-  
sion, and as a memorial of an incident  
which is unique in the annals of the city it  
was decided to forward on their behalf a  
memorial wreath to Osborne. The wreaths  
took the form of a large floral anchor, six feet  
in length, composed of orchids, white roses,  
lily of the valley, Hartsillies, tuberose, and  
violet, with the chain made of shamrocks and  
violets, and attached to it was a card bearing  
the following inscription:—"In Memory, from  
Mary and Victoria Arnott and Walter Devereux  
Pile, who presented Her Majesty with a  
basket of flowers in the name of 52,000 Irish  
children assembled in the Phoenix Park,  
Dublin, to greet their beloved Queen on April  
7th, 1900."RECENT home papers recorded the fall of some  
of the upright blocks at Stonehenge. The  
Salisbury correspondent of the Mail says:—  
The question of the protection of Stonehenge  
from further damage was discussed at a recent  
meeting of the council of the Society of Anti-  
quaries, when a resolution was passed offering  
to co-operate with the owner of this ancient  
monument, Sir Edmund Antrobus, for its pro-  
tection, and suggesting that a scheme might  
be arranged with that object in view between  
the society and Sir Edmund. A copy of the  
resolution has been forwarded to Sir Edmund  
Antrobus, and his reply will be considered at  
the next meeting of the society. If the new  
theories about the shape of the base of the  
stones and the depth at which they are  
embedded in the earth are correct, some-  
thing will have to be done without much delay  
if the remaining uprights are to be kept in po-  
sition. The scheme for preserving the monu-  
ment which seems to meet with general ap-  
proval is that the remaining uprights should be  
surrounded by a bed of concrete about 3ft. deep  
and 3ft. wide. This would support the stones  
for many years to come, and in a very short  
time after the turf had been relaid there would  
be no traces left of the restoration. The gen-  
eral opinion in Salisbury and district is that  
Stonehenge ought to be purchased by the  
nation, but the price which was mentioned  
some time ago is regarded as too great. It is  
to be hoped that something may be done to  
preserve these grand old ruins from further  
destruction.At the Harbour Master's Office yesterday be-  
fore the Hon. Basil Taylor, (Acting Harbour  
Master), an enquiry was held into the circum-  
stances connected with the recent collision  
between the steam launch Heron and the Dock  
Company's No. 1 launch. Wong Kam Tai,  
master of the launch Heron, was the first wit-  
ness. He said that he was going to Kowloon  
from the Hongkong Maru at about eleven  
o'clock in the forenoon, when he saw No. 1  
launch on his port bow, standing so as to pass  
under his stern. Both launches sounded their  
whistles, and No. 1 star-boarded. When he  
saw a collision was imminent, witness ported,  
but the other launch struck Heron full on  
the port bow. The latter's engines were going  
ahead at the time of the collision. Li Shang,  
master of No. 1 Dock launch, said he held  
an engineer's certificate, but had left it at  
home. He was going alongside the Hong-  
kong Maru when he saw the Heron coming up  
from under her stern. Witness sounded his  
whistle and ported, but the Heron kept straight  
on, and the Dock launch struck her on the port  
bow. Witness's engines were going astern at  
the time; he reversed them about three or four  
boat lengths away. George Patton, foreman  
of the Dock Company, who was on board  
No. 1 launch, said they were going alongside  
the Hongkong Maru on the port side. The Heron  
came up upon the vessel's stern, and turned  
between it and the Dock launch. On seeing  
the Heron thus turn up, the Dock launch  
ported and the former star-boarded. The launch-  
es twisted and turned about several times  
and then collided. The finding of the Court  
was as follows:—Both launches were in fault.  
The coxswain of the Heron should have kept  
straight on instead of going about. The prin-  
cipal cause of the collision undoubtedly  
was the fact of No. 1 Dock launch having no  
certificated coxswain on board. The certificate  
of the master of the Heron will be suspendedTHE SITUATION IN THE FAR  
EAST.

ADDRESS BY MR. J. J. FRANCIS, K.C.

Yesterday afternoon Mr. J. J. Francis, K.C.,  
delivered an address in the City Hall, under  
the auspices of the Hongkong Odd Volumes  
Society, on "An examination of the situation  
in the Far East," before a large audience.Mr. H. E. Pollock, K.C., occupied the chair.  
Mr. Pollock said Mr. Francis had kindly con-  
sented to address them on "An examination of  
the situation in the Far East." By his resi-  
dence in the Colony for over forty years past,  
the lecturer was well qualified to deal with this  
subject, and he was sure he would be able to  
throw a very interesting light upon this rather  
difficult problem with which they found them-  
selves confronted at here. And he was sure  
that Mr. Francis's remarks would be followed  
with very great interest by all present. (Ap-  
plause.)Mr. Francis then addressed those present.  
He said there was an old rule, and he believed  
it was a very true one in China, that if a man  
had been many years in a country, he was  
not supposed to know much of what was  
going on in that country. He might be said to  
be under that disadvantage, for he had been in  
this Colony and the neighbourhood for a good  
many years. As he was unable to give the  
time necessary for such a question, he would  
make his address considerably shorter than  
what he would desire and much shorter than  
what would give satisfaction to them. He  
would endeavour in the short space of time be-  
fore them to sum up the position in China as  
impartially as he was capable of doing, and to  
suggest for their consideration certain points  
peculiar, perhaps, to most of them, to which  
they might think it worth while giving their  
consideration, in its past history and in its  
possibilities. In speaking of the Far East  
he had also to address themselves to the  
consideration of the question of matters  
affecting the countries in Europe, and the  
United States were deeply interested in the  
Far East, though not themselves of the Far  
East. The present position in China was an  
extremely difficult one, and in thinking how he  
had come to the conclusion that the only  
satisfactory way in which it could be done  
was to glance hastily over the past history of  
China and to see how the powers had arrived  
at the present situation.To all intents and purposes he might state  
that China was practically unknown to the  
rest of the world, except through books,  
written mainly by missionaries, to Europe  
and the remainder of the world, until about  
the commencement of Her late Most  
Gracious Majesty's reign. Of course from  
1500 or thereabouts, the Portuguese had been  
trading in these waters and they had a small  
settlement at Macao. The Spaniards settled at  
Manila and carried on a certain amount of  
trade at Amoy through their missionaries, but  
neither had any permanent relations with  
China. The first permanent relations with  
China were undoubtedly established by Great  
Britain. And for many years that relationship,  
that intercourse, was carried on through the  
port of Canton. In 1800, to 1833, so far as we  
were concerned, the entire conduct of that in-  
tercourse was in the hands of the East India  
Company or their agents. This Company, wholly  
and solely devoted to the interests of  
trade and to making all the profit that was pos-  
sible, was probably in many respects, the very  
worst class of people who, so far as the gen-  
eral interests of civilization were concerned,  
could have been entrusted with such a  
work. They had one object, to trade.And the result was that they had their  
agents and missionaries, and submission to  
the dictation of the Chinese authorities in  
Canton. They allowed themselves to be treated  
as barbarians, and they did exactly as the  
Chinese told them. In 1833 the monopoly of  
the Company was abolished and English  
merchants and traders were left at liberty.  
When it became necessary for H. M. Govern-  
ment to substitute its own officers and rep-  
resentatives, it was found that it was practi-  
cally impossible that any intercourse could  
be carried on, or that anything could be  
submitted by any civilized power. The repre-  
sentatives of great Britain were treated in  
the same way for many years. The result  
was quarrels, and in the end, war. That  
war, which practically raged during 1839-40-41-  
42, or parts of those years, and was divisible  
into two parts, had been called the Opium  
War, and of course a limit rose, which gave  
rise to the warlike operations on the part  
of Britain when the whole of the opium in pos-  
session of British merchants had to be given up  
to the Chinese. That was not the real and  
true cause. It was the position which China  
and its officers maintained to all Europeans.  
They refused to recognise them and insisted  
on British subjects and all foreigners taking  
the position of vassals. They refused to re-  
cognise their rights. That same arrogance and  
deliberate refusal existed to this day and  
accounted for all the trouble between  
China and the Western civilization. It was  
England who, by her naval and military force,  
opened China to the general trade of all foreign  
nations. He did not say that there were no  
other nationalities represented at Canton before  
1842, but the trade was almost entirely in the  
hands of Britain and they were the only power  
that was represented by military or naval  
representatives. The result of that war was  
the treaty by which, under compulsion, the  
Chinese Government agreed to open five  
ports to British trade and to grant certain  
rights to residents in the immediate neigh-  
bourhood of those ports. Unfortunately for  
some reason or other, possibly from some  
party difference, which was responsible for so  
much harm in politics, the provisions of the  
treaty were not vigorously enforced. The  
troops and warships were in attendance and  
they should have been the means of enforcing  
those provisions. The British Government  
was so unwilling to bring pressure to bear  
upon the Chinese Government that point after  
point in the treaty was given up, with the  
result that the Chinese Government got the  
belief that they were still a strong and powerful  
nation and that we were unable to master them,  
and then violations of the treaty clauses were  
more frequent. The result was that another  
war followed in 1856. It began in 1856 and  
ended in the treaty of Tientsin in 1860.The Chinese from that day to this have been  
constantly encroaching and endeavouring to  
minimise the rights under the treaty of all  
foreigners. Of course immediately after this  
treaty, nearly all the principal European pow-  
ers had obtained similar rights and treaties.  
There had been a constant struggle to minimise  
all rights and he was sorry to say there had  
been a very strong disinclination to enforce the  
greater portion of those rights, and there were  
mercenary men who had tried to insist upon the  
strict enforcement of the treaties. They had  
found out, however, the British officers and min-  
isters were far more unfavourable than the  
Chinese Government towards the enforcement  
of the provisions of the treaty. In 1850, when  
the treaty ports had been opened to trade, a  
great number of the European firms in Hong-  
kong opened a branch at the treaty ports.  
They endeavoured to put into force the clauses  
of the treaty, which made it possible for themto the ports, and to carry imports into the  
country. Gradual and by his trade  
opening, resulted in America and European  
powers carrying on trade under practically the  
same rights which Britain enjoyed. It was  
clear that by far the greater portion of the trade  
of China remained and remains to this day in  
the hands of Great Britain. And so far as  
trade was concerned Britain had far and  
away the preponderance of interests in China.  
After the treaty of 1860 British ministers  
were installed at Peking and a special  
Chinese institution, the Tsung-li yamen,  
was installed to deal with them. But in-  
stead of standing in the place of ministers,  
endeavouring in communication with the powers,  
this institution turned out to be a buffer between  
foreign Governments and the Government of  
China, and simply a means by which all  
negotiations between China and the powers  
were immediately delayed. During the years  
that have elapsed since 1860, of course the Chi-  
nese had been encouraged to place themselves  
on a level, so far as civilization was concerned,  
of equality with the foreign powers. Efforts  
had been made to increase their naval and  
military forces. The fact remained that for all  
practical purposes China, as regarded her gov-  
ernment and civilization, trade and commerce,  
was practically in the same position as she was  
in 1842, when the first treaty with any foreign  
power provided for the opening of the five ports.  
No such change had taken place in China  
comparing in any degree with what had been  
done during the last twenty years in Japan.In 1860 over the question of the disputed con-  
trol over Korea a war broke out between China  
and Japan, with the result that China was igno-  
miniously beaten and was obliged by treaty,  
not only to pay an enormous indemnity, but to  
cede certain portions of Chinese territory. By  
the interference of France, Germany and Russia,  
the Japanese Government was obliged to  
surrender back to China those portions of the  
mainland which had been ceded to them by  
treaty. Japan accepted a certain amount of  
money in lieu of the territory, and owing to  
the pressure upon them, they were compelled  
to relinquish the greater part of the fruits of  
the war. Following that was Russia, in the  
supposed interests of China, practically taking  
possession of those parts, and now Russia  
had established herself, saying that she had no  
intention of interfering with China; but  
was acting in the interests of peace. Certain  
changes had taken place and German mis-  
sionaries were murdered in the Shang  
Tung province. The German Government  
decided to take possession of Kiautschow,  
and that was the signal for Russia descending  
upon parts in the north. That was followed by  
England obtaining a lease of Wei-hai-wei and  
the New Territory over at Kowloon. France  
obtained a piece of China in the south of Kwang  
Tung province, and nearly every European  
power had been tampering with the doors of  
China, insisting that "China's ports should be  
open not merely to free trade, but to all nations,  
insisting on making railways and obtaining ter-  
ritorial concessions. One question which must  
have been the subject of discussion with those  
who have an interest in the Far East was "Has  
China been treated fairly by the European  
powers?" In point of international law, China  
was a sovereign and independent state, having  
a thoroughly organized government which was  
fairly competent for the governing of China  
itself. The empire of China had undoubtedly a  
highly organized Government and the evidence  
of the last six or twelve months would satisfy  
most thinking men that China was thoroughly  
competent to govern itself. Now was it reason-  
able or unreasonable that China should re-  
sist the methods with which the powers had  
treated them, say, since the Japanese war?  
Would any European Government have put up  
with what China had submitted to since 1842?  
Concessions had undoubtedly been taken if  
not by actual force, under threat of force. The  
Chinese Government had been bullied into all  
sorts of concessions in the interior, including  
territorial rights and jurisdiction, to which  
no government in Europe would for one  
moment submit, and which were totally opposed  
to international law. European powers had  
practically refused to recognise China as an  
independent state, open to rule and manage its  
own affairs. Was it reasonable that China  
should submit without trying to see whether it  
was not strong enough to defend its own  
rights, and to maintain its independent position as  
a separate nationality? The position which now  
existed in the North of China, whether the  
missionary question was the cause or not,  
and the Boxer movement was distinctly anti-  
foreign, was indeed natural enough. Before  
as in old Rome when Christianity first arose,  
Christianity struck at the root of all Chinese  
social life and at the root of all Chinese  
Government, the Chinaman who became a  
Christian did precisely what the old Roman  
did when he became a Christian. He cut him-  
self off from the entire social and political  
country and separates himself from his family,  
and was bound to go against the Chinese Gov-  
ernment.

(To be continued.)

HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.The thirty-second ordinary annual meeting  
of shareholders in the above Company, was  
held at the Office of the Company, Pedder  
Street, to-day at 12 o'clock noon. The Hon.  
J. J. Keswick (Chairman) presided and the  
other gentlemen present were Messrs. Hon. C.  
P. Chater, C.M.G., J. A. Mackay, A. J. Raymond  
(Consulting Committee), G. T. Veitch, secretary,  
Hon. J. Thurbon, G. L. Tomlin, C. A. Wilton,  
D. Gillies, J. H. Peters, W. Harlowe, W. L.  
Champeaux, A. Turner, F. A. Gomes, Capt. C. C.  
Anderson, B. Byramjee, Ho Fook, and Lo  
Cheung-Sui.The notice convening the meeting was read.  
The Chairman said:—Gentlemen, in pre-  
senting to you the Report and Accounts, which,  
with your permission we will, as usual, take a  
read, the General Managers and Consulting  
Committee regret they are not, so far as con-  
cerns the 1899 Account, quite so satisfactory  
as those presented at our last annual meeting,  
for although the balance of 1899 Account  
at this period last year was very unex-  
pectedly in excess of the previous year, the unex-  
pectedly low result was due to the heavy out-  
lay on the new premises of the Hong-  
kong and Shanghai Banking Corporation in  
Peking and of other buildings in Tientsin. In  
Shanghai, fires were of constant occurrence  
during the whole of last year. In many







## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Mar., at Daylight.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th March, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PREUSSIAN	HAVRE, BREMEN and HAMBURG (LONDON with transhipment in HAMBURG)	8th March. Freight.
SAVOIA	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 23rd March. Freight and Passage.
MARBURG	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 30th March. Freight.
SIBIRIA	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 5th April. Freight and Passage.
BAMBERG	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 10th April. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &amp;c., apply to

CARLOWITZ &amp; Co., Agents. HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 2nd March, 1901.

## U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 12th Mar., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 6th April, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th April, at Noon.

THE U.S. Mail Steamship

"CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 12th March, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

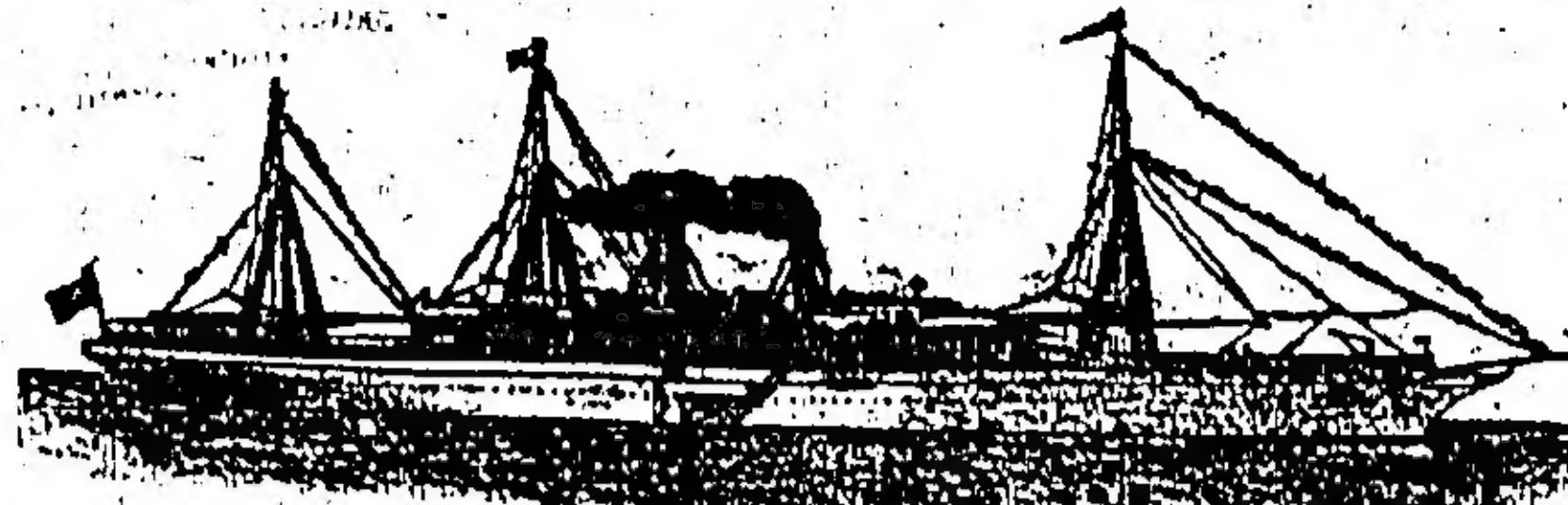
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 14th February, 1901.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &amp;c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd March, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 19th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 25th February, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailing.

Victoria 3,502 J. Pantou Mar. 8

Glinville 3,750 W. Frakes Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL &amp; Co., LIMITED, General Agents.

Hongkong, 4th March, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Strathgyle 5,023 Saturday Mar. 30

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 20th February, 1901. 1184c

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

ST. PAUL, American ship, Capt. W. W. 1184c

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY and MANILA	"SUNGKIANG"	8th instant.
MANILA	"TAIYUAN"	20th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	20th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS. Hongkong, 6th March, 1901. 151c

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	10th instant.
"	"TANTALUS"	19th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENOR"	2nd April.
LIVERPOOL (DIRECT)	"IDOMENEUS"	16th April.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	About 13th instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co. Hongkong, 6th March, 1901. 112

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 7th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 4th March, 1901. 1285c

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART," of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about FRIDAY, the 8th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS &amp; CO., Agents.

Hongkong, 4th March, 1901. 112

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 10th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th February, 1901. 1266c

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA," 2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under- signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &amp;c., apply to ARNHOLD, KARBURG &amp; Co., Agents.

Hongkong, 4th February, 1901. 1153c

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 13th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th February, 1901. 1254c

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC," will be despatched for the above Port, on or about the middle of March.

For Freight, apply to DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 27th February, 1901. 1254c

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and TAMSUI. THE Company's Steamship

"FORMOSA," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 7th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK &amp; Co., General Managers.

Hongkong, 6th March, 1901. 1293c

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"PERLA," Captain R. W. Almond, will be despatched as above on MONDAY, the 11th instant,



## BRITISH ORDERS FOR GERMAN GUNS.

Our readers will doubtless remember a paragraph we published lately, on the delay experienced in getting orders for field-guns executed, especially with regard to the action of the German Foreign Office, which forbade German firms to contract for supplying guns to Great Britain; the correspondent of the *Mail*, writing from Berlin under date January 29th, says:—The firm of Krupp in Essen recently announced that, as other firms had continued to execute orders for guns from the British Government in disregard of the desire to the contrary expressed by the German Foreign Office, the firm proposed in future to accept any orders which it might receive from England. Herr Heinrich Ehrhardt, who was mentioned in this announcement as one of the manufacturers who had disregarded the request of the German Government, now writes to the *Golker Zeitung* and states that this is a mistake. Since the Foreign Office made it known that it desired German firms not to do so, and more especially as there was a very strong agitation in England against placing orders for guns in Germany, he has not supplied any to the British Army. Herr Ehrhardt announces that negotiations are now in progress the object of which is to render it possible to manufacture the Ehrhardt gun in England. It will then, he adds, no longer be necessary to pay any attention to the "useless and inexplicable agitation" which is raised whenever any orders are accepted from what is, after all, a friendly country.

## THE POM-POM DISCUSSED.

An interesting article in *Cassiers Magazine* for January, by Capt. Zalinski, gives the following description of the Pom-pom:—Briefly, the "pom-pom" is a one-pounder automatic gun. It uses metallic cartridges similar to those used in small arms, but of a caliber of 1½ inches, throwing a shell weighing one lb. The cartridges are placed in a looped belt, and this is attached to the gun. By a simple operation, one of the cartridges is inserted in the barrel and is fired by pulling the trigger. After this the force of recoil is utilized to continue the firing automatically as long as belts with cartridges are supplied. The automatic principle has been applied in calibers up to 14-pounders.

"When a gun is operated by hand it can be loaded and fired only a certain number of rounds in a minute, the rapidity of fire depending upon the time occupied by the cartridges falling into position by gravity. A small percentage of cartridges hang fire. These explode in hand-worked guns while the breech is open and the cartridge is being withdrawn from the chamber. This is the fatal trouble that was observed in the automatic gun. It is very obvious that if, with a hand-worked gun, the gunner, in a moment of excitement, turns the crank or handle a little faster than the cartridges will fall in, the gun will jam and be put out of action. And this is exactly what did happen, and it discredited all kinds of machine-guns. When it was announced in the *London Times* that an American engineer had invented a firearm with a single barrel which would load and fire itself by energy derived from the burning powder, and also that, with a single barrel, the rapidity of fire was considerably greater than with the multiple barrels employed in the ordinary hand-worked machine-gun, the statement was received with a certain amount of incredulity. It was too good to be true. However, the gun was on exhibition at the time, and the little workshop where it had been constructed was soon visited by the Prince of Wales, the Duke of Cambridge, and hundreds of other distinguished people, both lay and professional. It was found that the story was no idle tale, but that a great discovery had been made, marking a distinctly new epoch in firearms.

Attempts were made to get this gun into the British service, but it was objected to on the ground that the projectile was unnecessarily large to kill a man and not large enough to be considered a piece of artillery. It was stated that an entire battery of these guns could be quickly put out of action by a single piece of field-artillery, and that there was no place for them in either service. Had it been stated previous to the South African war that a British field-battery of artillery could be put out of action by a single one-pounder in the hands of half-a-dozen farmers, the statement would have been regarded as ridiculous—quite as ridiculous as the statement would at one time have been considered, that the little American yacht *Gloucester*, commanded by Wainwright, could destroy two Spanish torpedo-boat destroyers at Santiago. There is no question that a single piece of field-artillery would stand a very good chance of putting a one-pounder Maxim automatic gun out of action, on a perfectly level field, with no cover. But the Boer did not fight these guns in that way. It was only after the beginning of the Boer war, when the "pom-pom" had demonstrated its practical value, that the British Government began to realize how important an element had been introduced into warfare in the field. They at once ordered Messrs. Vickers, Sons & Maxim, Limited, of Sheffield, to turn out as many of these guns as possible, giving them practically an unlimited order.

The wonderful and unexpected success of these guns in the South African war was due, in a large measure, to the peculiar tactics employed by the Boers; who did not come out in the open to fight. With a piece of ordinary field-artillery the charge is such that sufficient dust and gas are blown into the air to make the gun visible even when using smokeless powder. It is difficult, also, to conceal a piece of artillery, with its horses and other accessories. Moreover, a piece of artillery recoils and has to be brought back into position and reloaded for each discharge. This, however, is being somewhat minimized by improved non-recoil cartridges, which are now introduced.

With a pom-pom the recoil is all taken up inside of a stationary casing, and but little of its force tends to displace the carriage. The gun does not, therefore, lurch when it is firing. The gunner takes deliberate aim, guessing at the range. He fires about five shots, which can be done by holding the trigger in the position for about one second. As soon as the projectile explodes, he is able to observe exactly where he is hitting, and quickly readjust his sights. After a few trials he is able to explode the projectiles on the exact spot required, and as the recoil does not disturb the position of the gun, he can go on firing as long as he wishes.

It is stated that the Boers seldom fired more than twelve shots at a time without waiting for the gas to blow away. If they fired more, their position might be discovered by a cloud of gas and dust, sufficient to make them visible.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—  
Byers, W. R. Lightwood, E.  
Albion, Miss Lynch, J. A.  
Ald & Co. Lanza, F. B. S.  
Abern, J. Lanza, T. E.  
Brockman, W. Leisner, T. E.  
Brady, G. W. Meisner, T.  
Brown, H. Mackintosh, W. E.  
McWilliams, Miss

Bicarbond, W. Barbey  
Bronson, O. C. Benu, A.  
Basham, E. H. Bales, H. H.  
Burch, Bingham, J. E. Burns, J.  
B. D. V. Beves, R. M.  
Bailes, J. Brage, Mrs. J.  
Brage, Mrs. F. R. Cooper, E.  
Coke, Dr. G. H. Colegrove, R.  
Curren, T. B. Calver, Miss  
Cotton, A. S. Champion, Mrs. M. S.  
Cross, Miss Carote, H.  
Cummins, J. Collins, A. E.  
Cowie, E. H. Crane, W. A.  
Cook, L. F. Datsma, Capt. E.  
Dallus, H. Duckmanton, Donnelly, P.  
Drake, Mrs. F. J. Devenport, Dr.  
Drake-Brockman, Davis, J. L.  
Daly, M.  
Degan, A. B. H. Elvins, Elvins, J.  
Evans, E. J. Epton, T.  
Eulschke, H. F. O.  
Eastwood, J. E. Finlayson, H. M.  
Flores, J. Fuset, D. F.  
Francis, W. H. Forrest, Miss A.  
Fidwell, J. P. Goetz, F.  
Gurtrude Geansy, H.  
Greig, Miss Graham, Dr. M.  
Garnett, H. B. Greig, H. B.  
Grill, L. F. Hop Long Ho Wah  
Hing, Mrs. A. Hamilton, G.  
Hitchcock, E. A. Hunter, C. G. W.  
Hill, L. Herman, H. V.  
Hodgson, J. R. Hooley, H. D.  
Harvey, R. L. Halkin, D. J.  
Hall, H. H. Holyoak, P.  
Herman, B. Harris, A. C.  
Harrigan, J. Hendunling, R.  
Johnston, Miss Jones, Mrs.  
Janties, K. Jones, Dr.  
Ignan, Madame Kong Ah Muo  
Kirkwood, M. Karge, T.  
Luk Cheuk Man Leslie, H.  
Levick

Montilla, B. Martinez  
Murdalhal, C. S. Mills, Mrs. I.  
Marshall MacLaren, J. W. B.  
Maxwell, C. M. Morrison, G. G.  
McCabe, P. M. Munroe, W. C.  
Murray, D. McNab, J.  
McGuire, Mrs. McDonough, T.  
McDonnell, J. Murray, J.  
MacDonald, H. Mauwaring, H. G.  
Moon, T. McGuire, Mrs. A.  
Nicholson, H. J. Naval, P. F. R.  
Norris, A. Overbeck, G.  
Orejas, E. Paulding, G.  
Pasqual, F. Patton, M. J.  
Prath, L. Paulina, A.  
Peredo, F. Preston, P. H. H.  
Phillips, A. M. Pennefather, Capt.  
Pellet, J. Ross, A.  
Reid, J. G. Rosenberg, M.  
Robinson, Miss Roper, R.  
Reitz, S. C. B. Radeney, R.  
Reynell, W. Reau, Madame  
Reno, L. Richard, Mrs. A. E.  
Samborn, F. G. Schilling, C. M.  
Sundt, H. Suzuki, S.  
Soares, E. P. Siu Chun  
Sin Oe Seng Shewan, S.  
Scheller, T. F. Slaton, C. T.  
Simpson, T. Sin, H. A.  
Samuel Sanches, C.  
Suhberg, R. Sentance, M. A.  
Simpson, C. Tibert  
Triantafyllides, T. Tokoy, F.  
Tredory, J. Thompson, A.  
Upton, G. M. Uplum, M. U.  
Walters, A. Weston, C.  
Walton, Miss Westcott, Mrs. H. C.  
Whinnerah, T. C. Wernedo, G.  
Woods, Dr. A. H. Webster, D. W.  
Wilson, H. Wickens, H. W.  
Walker, H. Wedell  
Wilton, E. C. C. Worthington, C.  
Weldon, G. Ward, C. W.  
Wheate, W. E.

## List of Registered Covers in Poste Restante.

Atter Singh  
Allam Thu Con & Co.  
Abonne, P. A.  
Adam, Miss Aziz Khan, Lapis  
Abdul Khan, Aful Khan  
Butchen Singh Bhagwan Singh (1)  
Budha Khan (3)  
Bull, P. Gulvao Barket Khan  
Brougham, Ed. Cotewall, H. R.  
Crews, J. Chand Singh  
Carum Bakh, (Um-balla)  
Caine Road No. 29  
Chandraraj Singh  
Chandraraj Singh  
Davis, L. T. Darnell, Miss F.  
Fur Siakar Sang Fazel Ahmed (1)  
Falek, W. Flores, J. S.  
Fox, F. (2)  
Fatmaale (Bombay) Frampton, Mrs.  
Goh Rikieabur Goh Rikieabur, N. M.  
Gulshan Rasool Galtiche, R.  
Hans, Mrs. A. J. C. Hooker, Mrs. O.  
Heintz, H. Hinton, R. S.  
Hollister, G. K. Hinda Singh  
Haraguchi, E. Harper, A.  
Jenkins, B. N. Joseph, S. S. Abdul Jurnanah Singh  
Jamaal Singh Kishiro, G.  
Kierna, Miss A. Kocher Bap, Insp.  
Koch, Carl Lino, Cheung  
Lopes, Da. C. J. Lam, Aaron  
Leopold, Herr.

## List of Registered Covers for Merchant Ships.

S. S. Amigo F. Wallat  
Belgian King Abernethy.  
Bergenhau J. Sevendens.  
Brand Capt. J. Thomsen.  
Carriage M. L. Migoum.  
Calcutta H. C. Bealey.  
Calcutta M. J. Garbutt.  
Domenos M. J. Connolly.  
Hongkong J. M. Williams.  
Kailong H. S. Clifton.  
Kirkfield G. Dubren.  
Kong Nam J. S. Gil.  
Mendaut Ambrose (5)  
Milot A. Hausen (2)  
Munchen W. Rummeler.  
Radley John Mann.  
Sabine Richmrs. R. G. London.  
Taituan W. H. Malloch, Chief Officer.  
Taituan Pugh.  
Taituan W. F. Wilson. (2)  
Taituan Capt. Vessels. (4)  
Taituan F. Potts.  
Taituan H. Weldon. (2)  
Vienna C. McLay.  
Wendel G. Becken.

## Entertainments.

BOXING.  
THEATRE ROYAL.  
CITY HALL.A  
GRAND BOXING  
CONTEST

WILL TAKE PLACE IN  
THE ABOVE HALL,  
TO-MORROW,  
(THURSDAY),  
7TH MARCH, 1901.

PRELIMINARY BOUTS.  
A. BRATT, v. W. HOWARD.  
H.M.S. Centurion.  
J. MILLS, v. CURLY BARTLETT.  
H.M.S. Centurion. H.M.S. Goliath.  
W. McAULY, v. J. DRISCOLL.  
H.M.S. Centurion.

## THE EVENT OF THE SEASON.

Under the Management of  
W. BRATERS.

T. ARMSTRONG, H.M.S. "CENTURION,"  
WILL BOX JOE RILEY  
OF THE  
UNITED STATES.  
10 ROUNDS FOR THE CHAMPIONSHIP  
OF THE EAST. CATCH WEIGHTS.

ADMISSION—\$3, \$2 & \$1.

BOX PLAN may be seen and SEATS  
BOOKED at the ROBINSON PIANO CO.  
Doors Open at 8.30 P.M. Commence 9 P.M.  
Hongkong, 5th March, 1901. [289e]

THEATRE ROYAL.  
CITY HALL.

Return visit of  
Mr. HENRY DALLAS'  
MUSICAL COMEDY COMPANY,  
presenting all the

LATEST LONDON SUCCESSES.

GRAND OPENING NIGHT,  
NEXT  
SATURDAY,  
MARCH 9TH.

With a magnificent production for the  
FIRST TIME IN HONGKONG  
OF THE VERY LATEST MUSICAL  
SUCCESSES,  
"THE RAGE OF LONDON,"  
"FLORODORA."

NOW DRAWING CROWDED HOUSES  
NIGHTLY AT THE  
LYRIC THEATRE, LONDON.

After a continuous run of  
OVER EIGHTEEN MONTHS.  
FULL CHORUS.  
AUGMENTED ORCHESTRA.  
Musical Director—Mr. W. F. Vallance.

MAGNIFICENT SCENERY,  
by Mr. W. H. Pulford.

BEAUTIFUL DRESSES,  
by the leading London firms.

The whole produced by  
Mr. HENRY DALLAS.  
PLAN NOW OPEN  
at the  
ROBINSON PIANO COMPANY.

ADMISSION—\$3, \$2 & \$1.  
No Half-price.

BERTRAM HERMANN,  
Business Manager.  
Hongkong, 5th March, 1901. [288e]

## Entertainments.

## WORTH A GUINEA A BOX.

BEECHAM'S  
PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AILMENTS.  
ANNUAL SALE SIX MILLION BOXES.  
50 CENTS PER BOX.

Prepared only by the Proprietor—  
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the  
EMPIRE OF CHINA—  
WATKINS, LIMITED,  
APOTHECARIES' HALL, 66, QUEEN'S ROAD,  
CENTRAL, HONGKONG. [144]

JUST ARRIVED.  
GENUINE CHERRY WATER, ACQUIN  
G. SCHWARZWALDER KIRSCHWASSER.

\$2.50 per Bottle.  
H. RUTTONJEE,  
1, D'Aguiar Street and  
at 22, Elgin Road, Kowloon.  
Hongkong, 21st January, 1901. [141]

## Entertainments.

## NOTICE.

M. OSWALD DYKES THOMSON  
has This Day been admitted a PART-  
NER in his Practice as a SOLICITOR,  
PROCTOR and NOTARY PUBLIC, and  
such Practice will henceforth be carried on  
under the Style of  
"STEPHENS & THOMSON."  
Dated Hongkong, 1st March, 1901.  
[271e] MATTHEW J. D. STEPHENS  
MITSUI RUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.  
Head Office—TOKIO.  
Branch Offices—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHWANG and all Ports in JAPAN.

Agents—  
Miki Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshinotani Coal Mines.  
Ohnoura Coal Mines.  
No. 1, Ohtsuji Coal Mines.  
Ichimura Coal Mines.  
Kishima Coal Mines.  
Yoshio Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.  
Tokio Kaisha Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kauaguchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Mitsui Cotton Spinning Mills.  
Mitsui Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.  
MITSUI RUSSAN KAISHA,  
M. FUJISE,  
Manager.  
Hongkong, 11th December, 1900. [131]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.  
SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.  
&c. &c. &c.  
Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 11th May, 1901. [135]

LEVY HERMANOS.  
DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.  
EASTMAN'S  
KODAKS AND FILMS.  
Sole Agents for CLEMENTS' WHEELS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the BEST.  
20, QUEEN'S ROAD,  
Watson's Building.  
[42]

SIEN TING,  
SURGEON DENTIST,  
No. 14, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1900. [140]

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.  
I am now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a specialty.  
Hongkong, 22nd September, 1900. [40]

For Nervous  
Exhaustion  
CHAPOTEAUT'S  
Phosphoglycerate  
OF LIME  
The modern restoration  
of the nervous system.  
For brainworkers, professional  
men, teachers, students,  
etc., and is equally beneficial  
to all cases of nervous  
origin and isometal.  
It is readily assimilated and  
promotes digestion.

PHOSPHOGLYCERATE SYRUP  
(CHAPOTEAUT)  
PHOSPHOGLYCERATE WINE  
(CHAPOTEAUT)  
PHOSPHOGLYCERATE CAPSULES  
(CHAPOTEAUT)  
2, rue Vivienne, PARIS-FRANCE

DENTISTRY.  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 31st January, 1901. [166]

DENTISTRY.  
AMERICAN SYSTEM, WONG HO-MI,  
SURG. DENTIST.  
TERMS MODERATE. CONSULTATION FREE.  
50, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd January, 1901. [18c]

NOTICE OF REMOVAL.  
I beg to inform my Patrons and Public  
Generally that I have REMOVED my  
Stores from No. 13 to No. 5, D'AGUIAR  
STREET.  
H. RUTTONJEE,  
5, D'Aguiar Street.  
Hongkong, 27th April, 1900. [141]

## Entertainments.

## BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED  
NOTES have been STOLEN from  
the Premises of the BANQUE DE L'INDO-CHINE  
and which said Notes are expressed on the face  
thereof to be PAYABLE at the BRANCH  
OFFICE of the said BANQUE in SAIGON, the  
Numbers of which said Notes are as follows:—  
Series 7 49, 1 to 1,000 of \$1 (One Dollar)  
each.  
Series 7 49, 1 to 1,000 of \$1 (One Dollar)  
each.

The Public are hereby CAUTIONED against  
purchasing or dealing in any way with such  
Notes, as the BANQUE DE L'INDO-CHINE  
accepts no liability for the same.  
By Order of the Chief Manager in Saigon,  
For the BANQUE DE L'INDO-CHINE,  
L. BERINDOQUE,  
Acting Manager.

Hongkong, 26th February, 1901. [261c]

NOTICE.  
REQUIRED by a First Class MERCHANT  
HOUSE in Hongkong, an  
Experienced Man of Business to act as COM-  
PRADORE. The Highest References required.  
No one need apply unless he is prepared to  
give Substantial Security in the Sum of \$100,000.  
Apply in writing to  
Messrs. JOHNSON, STOKES  
and MASTER,  
12, Queen's Road, Central.  
Hongkong, 15th February, 1901. [207c]

NOTICE.  
TENDERS are hereby called for the  
ERECTION OF BRICK SHOPS at  
JESSLETON for the NORTH BORNEO GOVERN-  
MENT. Particulars of which may be seen at  
the OFFICE of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 13th February, 1901. [209c]

THE BRITISH NORTH BORNEO CO.  
APPLICATIONS are invited for the  
POSITION OF SUPERINTENDENT  
OF PUBLIC WORKS and GOVERNMENT  
SURVEYOR. Applications and Copies of  
Testimonials to be sent to the undersigned,  
from whom terms may be learnt. Appointment  
to be taken up as soon as possible.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 26th January, 1901. [124c]

PIANOFORTE LESSONS.  
MISS M. MARQUES DA SILVA begs to  
notify that she undertakes to give  
LESSONS in PIANOFORTE to LADIES and  
CHILDREN.  
Terms very Moderate.  
Enquiries by Letter, care of OFFICE of This  
Paper.  
Hongkong, 17th January, 1901. [80c]

NOTICE.  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.  
J. EYES  
FLUID  
THE BEST  
INFECTANT.  
SAVATARY SOAP.  
DISINFECTANT SOAP.  
AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. C. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1901. [17]

NEW GOODS.  
PLENTY  
IN  
HAND.  
D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.  
Hongkong, 30th April, 1900. [41]

Auction.  
PUBLIC AUCTION.  
MR. GEO. F. LAMMERT has received  
instructions to Sell by  
PUBLIC AUCTION,  
IN 6 Lots,  
On  
FRIDAY, the 8th day of MARCH, 1901,  
at 3 P.M., at his SALES ROOMS,  
The following VALUABLE LEASEHOLD  
PROPERTY situate in POKFOOLUM ROAD  
and THIRD STREET, viz:—  
Lot 1.—All that Piece or Parcel of Ground  
situate at Victoria, in the Colony of Hongkong  
and intended to be registered in the Land  
Office as Section B of Inland Lot No. 797.  
Area 3,930 Square feet. Term 999 years.  
Annual Crown Rent \$26.  
Lot 2.—All that Piece or Parcel of Ground  
situate at Victoria, aforesaid and intended to  
be registered in the Land Office as Section C  
of Inland Lot No. 797. Area 4,900 Square  
feet. Term 999 years. Annual Crown Rent  
\$31.10.  
Lot 3.—All that Piece or Parcel of Ground  
situate at Victoria, aforesaid and intended to  
be registered in the Land Office as Section D  
of Inland Lot No. 797. Area 3,900 Square  
feet. Term 999 years. Annual Crown Rent  
\$26.  
Lot 4.—All that Piece or Parcel of Ground  
situate at Victoria, aforesaid and intended to  
be registered in the Land Office as Section E  
of Inland Lot No. 797. Area 4,400 Square  
feet. Term 999 years. Annual Crown Rent  
\$30.  
Lot 5.—All that Piece or Parcel of Ground  
situate at Victoria, aforesaid and intended to  
be registered in the Land Office as Section F  
of Inland Lot No. 797. Area 4,855 Square  
feet. Term 999 years. Annual Crown Rent  
\$31.  
Lot 6.—All that Piece or Parcel of Ground  
situate at Victoria, aforesaid and intended to  
be registered in the Land Office as The Remaining  
Portion of Inland Lot No. 797. Area 11,970  
Square feet. Term 999 years. Annual Crown  
Rent \$50.  
For further Particulars and Conditions of  
Sale, apply to  
JOHNSON, STOKES & MASTER,  
12, Queen's Road Central,  
Hongkong.  
Solicitors for the Vendor's,  
or to  
THE AUCTIONEER,  
Hongkong, 7th February, 1901. [137c]

JAPANESE CURIOS.

THE P. & O. S. N. Co.'s Steamship  
"PCLASSY,"  
FROM LONDON, PORT SAID, SUEZ,  
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex S.S. *Britannia* and  
*Harlequin*.  
From Bombay, ex S.S. *Oriental*.  
From Australia, ex S.S. *Himalaya*.  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.  
From Madras, ex S.S. *Palamcottah*.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M. TO-DAY.  
Goods not cleared by the 8th instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 2nd March, 1901. [13]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship  
"CHINA."  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
J. S. VAN BUREN,  
Agent.  
Hongkong, 4th March, 1901. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"NANKIN,"  
FROM BOMBAY AND STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:—  
From Persian Gulf, ex S.S. *Gao* and *Verano*.  
Goods not cleared by the 12th instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 5th March, 1901. [11]

THE P. & O. S. N. Co.'s Steamship  
"BOMBAY,"  
FROM LONDON, PORT SAID, SUEZ  
AND STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M. TO-DAY.  
Goods not cleared by the 7th instant, at 4  
P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.  
A. M. MARSHALL,  
Superintendent.  
Hongkong, 1st March, 1901. [15]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.  
NOTICE TO CONSIGNEES.  
STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 1st March, 1901. [14]

NOTICE TO CONSIGNEES.  
FROM YOKOHAMA AND KOBE.  
THE Steamship  
"MORAVIA,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk in the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 8th instant, or they will not be  
recognised.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 8th  
instant, will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 1st March, 1901. [63c]

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamship  
"PLASSY,"  
FROM LONDON, PORT SAID, SUEZ,  
COLOMBO AND STRAITS.



